

**pep**



Peter Evans Partnership  
**Transport Planning  
& Highway Consultants**

# Proposed Residential Development, Evergreen, Bowbridge Lane, Prestbury

Mr Jeremy Prosser

Transport Note

March 2024

21 Richmond Hill, Clifton  
Bristol BS8 1BA  
Tel: 0117 973 4355  
Fax: 0117 973 2793  
[mail@pep-bristol.co.uk](mailto:mail@pep-bristol.co.uk)  
[www.pep-bristol.co.uk](http://www.pep-bristol.co.uk)

Peter Evans Partnership Limited  
Registered in England and Wales  
No.4373657  
Registered Office: Bath House,  
6-8 Bath Street, Bristol, BS1 6HL

**CONTENTS**

	<u>Page</u>
<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Aim of Note	1
1.2 Contents	1
<b>2.0 TRANSPORT CONTEXT</b>	<b>2</b>
2.1 Site Location	2
2.2 Local Facilities	2
2.3 Public Transport	3
2.4 Safety Record	4
2.5 Local Car Ownership	5
2.6 Existing Traffic Flows and Speeds	5
2.7 Existing Site Use	6
<b>3.0 PLANNING POLICY</b>	<b>7</b>
3.1 National Planning Policy (December 2023)	7
3.2 Local Planning Policy	7
3.3 Design Guidance	7
<b>4.0 DEVELOPMENT PROPOSALS</b>	<b>10</b>
4.1 Scheme Proposals	10
4.2 Site Access and Layout	10
4.3 Parking	10
4.4 Traffic Generation	10
<b>5.0 TRANSPORT APPRAISAL</b>	<b>11</b>
5.1 Approach	11
5.2 Accessibility by Non-Car Means	11
5.3 Site Access and Layout Review	12
5.4 Impact of Development Traffic	12
<b>6.0 CONCLUSIONS</b>	<b>14</b>
APPENDICES	1

**APPENDICES**

- Appendix 1 Site Location
- Appendix 2 Site Ownership
- Appendix 3 Proposed Site Layout
- Appendix 4 Proposed Site Access Visibility

This note is submitted to Cheltenham Borough Council specifically in respect of the planning application for the proposed residential development at Evergreen, Bowbridge Lane, Cheltenham and is not to be distributed in whole or in part to third parties without the written consent of a Director of Peter Evans Partnership Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any material form (including photocopying or storage in any medium by electronic means and whethewhetherient or incidental to some other use) without the prior written permission of the copyright owner except as permitted under the Copyright, Designs and Patents Act 1988.

---

## **1.0 INTRODUCTION**

### **1.1 Aim of Note**

1.1.1 This Transport Note (TN) provides background information and details on the proposals to convert a barn on land to the rear and west of Evergreen on Bowbridge Lane, Prestbury, Cheltenham to a residential property; and to assess the effect of the development in transport terms. The accessibility of the site is considered, including by non-car means of transport.

### **1.2 Contents**

1.2.1 The Note continues:

- in Section 2, where the existing transport context is described including a review of the existing accessibility for all road users;
- in Section 3, with a review of the relevant national and local transport planning policy;
- in Section 4 with a description of the transport elements of the development including details of access, layout and proposed traffic generation;
- in Section 5 with our appraisal of the proposals from a transport perspective; and
- in Section 6 with a summary of our conclusions.

---

## **2.0 TRANSPORT CONTEXT**

### **2.1 Site Location**

- 2.1.1 The site is a barn containing stables and used for storage including the adjacent market garden, on land to the rear of Evergreen, a residential property on Bowbridge Lane in the Prestbury area of Cheltenham. Bowbridge Lane is an established residential street some 2.5km north of Cheltenham town centre and is directly to the east of Cheltenham Racecourse.
- 2.1.2 The building is to the west and north of the Evergreen gardens. A paddock is to the north and a field and market garden is to the west. The access to the site is via the existing drive to Evergreen from Bowbridge Lane. Next to and to the north west of the drive junction with Bowbridge Lane there is a large area of hardstanding for the parking and turning of cars at Evergreen. The entry to a double garage is from this hardstanding.
- 2.1.3 The drive passes the southern side of the property and between the gardens to Evergreen. It is some 110m long and varies in width between 4.3m at Bowbridge Lane, 3.1m adjacent to the Evergreen garage and around 3m adjacent to the house and between the gardens. There is a grass verge or adjacent grassed area on either side of the driveway to the west of Evergreen.
- 2.1.4 Bowbridge Lane is a residential street with properties on both sides of the carriageway. It is some 300m long from a cross road junction with Lake Street, Mill Street and The Burgage to the south and priority junction with Spring Lane and Shaw Green Lane to the north.
- 2.1.5 The speed limit on Bowbridge Lane is 30mph. There is street lighting. The carriageway is typically some 5m wide with a footway some 1-1.5m wide on the western side of the carriageway. There are no parking restrictions and all properties in the vicinity of the site have driveways and off street parking. There is a hedge along the Evergreen site frontage, belonging to the property.
- 2.1.6 The location of the site in its local context is shown at Appendix 1 and the site ownership is shown at Appendix 2.

### **2.2 Local Facilities**

#### **Education**

- 2.2.1 The nearest schools to the site are Oakwood Primary School and St Marys Infants School some 1km to the south of the site. The closest secondary school is Pittville School some 1.5km to the south west of the site. The school also provides a sixth form.

---

## **Retail, Community and Leisure**

- 2.2.2 Prestbury Library is some 500m south of the site and is opposite a convenience store, Burgage Stores. Prestbury village centre is some 850m to the south east of the site, with a butchers, convenience store, churches, public house, hairdressers, coffee shop / bakery.
- 2.2.3 Prestbury Play Park, playing fields and Tennis Club is some 850m south of the site.
- 2.2.4 The nearest sports centre is 'Leisure at Cheltenham' some 2.6km south west of the site. The Prince of Wales athletics stadium is opposite the leisure centre.
- 2.2.5 The Royal Oak public house is some 300m south of the site.
- 2.2.6 There are a wide range of retail and leisure premises including food stores at Cheltenham town centre.

## **Healthcare**

- 2.2.7 The Wilson Health Centre with doctors' surgery and dentist is some 1km south west of the site.
- 2.2.8 Cheltenham Hospital is some 3.6km to the south west of the site and provides the nearest A&E facilities in addition to in and outpatient services.

## **Employment**

- 2.2.9 There are local employment opportunities in Cheltenham town centre and Cheltenham Racecourse. There are a large number of employment opportunities at Kingsditch Trading Estate and the Retail Park adjacent to the A4019 Tewkesbury Road some 4.3km south west of the site. GE Aviation is in Bishops Cleeve some 4km north west of the site and GCHQ is to the west of Cheltenham some 7.3km to the south west of the site.

## **2.3 Public Transport**

### **Bus Services**

- 2.3.1 The nearest bus stops are on The Burgage some 500m south of the site outside of the library. Bus service N stops at these stops. A flag and timetable information is provided at the stops. Additional bus services stop at bus stops on Prestbury Road, some 650m south of the site or on Deep Street, some 800m south west of the site.

2.3.2 The bus services stopping at these stops are listed below.

Service	Route	Approximate Service Frequency (minutes)					
		Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
N	Francis Close Hall – Park Campus – Cheltenham town centre – Pittville Campus – Prestbury – Noverton Park	30	-	30	-	-	-
606	Chipping Campden – Broadway – Winchcombe – Bishops Cleeve - Cheltenham	60	-	60	-	-	-
C51	Bishops Cleeve – Prestbury – Charlton Kings – Cirencester College*	1 <sup>^</sup>	-	-	-	-	-
M3	Gotherington – Bishops Cleeve – Prestbury – Cheltenham – Pates Grammer School*	1 <sup>^</sup>	-	-	-	-	-
M15	Cheltenham – Teddington – Alstone – Gretton – Winchcombe School*	1 <sup>^</sup>	-	-	-	-	-
W	Cheltenham – Prestbury - Winchcombe	60	-	60	-	-	-

\*School/College Days Only Return Service

<sup>^</sup>No. of services

## Train Services

2.3.3 The nearest train station to the site is Cheltenham Spa some 5.2km to the south west of the site.

2.3.4 Services to Weymouth, calling at Gloucester, Bristol, Bath and Trowbridge operate around every 30-60 minutes. Services to Newcastle calling at Birmingham and Leeds operate every 60 minutes. Services to London calling at Swindon and Reading operate hourly during peak and off-peak periods.

## 2.4 Safety Record

2.4.1 Personal injury accident records have been obtained from Crashmap for the most recent five year period between 2017 and 2021 inclusive. No accidents were recorded on Bowbridge Lane.

## 2.5 Local Car Ownership

2.5.1 The existing car ownership of residents has been reviewed using 2021 census data. The Lower Super Output Areas (LSOA) Cheltenham 002A and 002D have been reviewed as this covers the site and the adjacent residential areas.

2.5.2 The average car ownership for the area is:

Local car ownership – Cheltenham 004A	
Number of cars	2021 Census Residents
No car	9.6%
One car	43.0%
Two cars	36.8%
Three + cars	10.5%

2.5.3 These car ownership levels equate to an average of 1.5 cars per household.

## 2.6 Existing Traffic Flows and Speeds

2.6.1 An Automatic Traffic Counter (ATC) was installed on Bowbridge Lane to the north of Evergreen, between 17<sup>th</sup> – 23<sup>rd</sup> June 2023, to record the traffic flows and speeds. The five day average traffic flows near the site are:

Bowbridge Lane	Direction	AM peak hour (08:00-09:00)	PM peak hour (17:00-18:00)	Daily (24 hours)
North of Evergreen	Northbound	35	36	397
	Southbound	36	26	356
	Two Way	71	62	753

2.6.2 The speed of vehicles recorded during free flow non peak hour conditions, between 10:00-12:00 and 14:00-16:00 is:

Period	Direction	Average Speed	85 <sup>th</sup> Percentile Speed
Off Peak	Northbound	22.5mph	27.3mph
	Southbound	21.4mph	25.5mph

---

## 2.7 Existing Site Use

- 2.7.1 The barn is owned by the owner of Evergreen. It has been used for car and boat storage over the past 20 years and used as stables for up to four horses at any one time. Two horses were permanently in the barn and adjacent paddock between 2015 – 2022. The drive to the barn from Bowbridge Lane was regularly used for horse transportation during that period using a pickup and trailer.
- 2.7.2 Over the past 18 months, a vegetable growing business has been using the barn and adjacent land. The drive to the barn from Bowbridge Lane has been used daily (4 – 6 times per day) for the business transporting goods via trailers (hooked up to a pickup) including horse and fridge trailers.



### 3.0 PLANNING POLICY

#### 3.1 National Planning Policy (December 2023)

3.1.1 In assessing applications for development paragraph 114 notes assessments should ensure: same number

- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

3.1.2 The NPPF states specifically at paragraph 115 that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

3.1.3 Local parking standards should also take into account site accessibility, availability and opportunity for public transport, mix of development, car ownership levels and plug in or low emission vehicles (para 111).

#### 3.2 Local Planning Policy

##### **Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011-2031 (December 2017)**

3.2.1 Policy SD4 of the Joint Core Strategy states that schemes should be designed to integrate, where appropriate, with existing development. This includes being well integrated with the existing walking, cycling and public transport networks enabling accessibility to local services. The scheme should also be consistent with parking provision including consideration given to electric vehicle charging, and other design guidance as set out in Manual for Gloucestershire Streets (MfGS).

#### 3.3 Design Guidance

##### **Manual for Gloucestershire Streets**

3.3.1 MfGS was published in July 2020. A MfGS Addendum was also published in October 2021.

3.3.2 MfGS states that a private drive serving two or more properties should be a minimum of 4.1m for the first 15m from the edge of carriageway.

3.3.3 Car parking requirements for residential developments are set out on page 3 of the MfGS Addendum. The following minimum provision is required:

- 3-4 bedroom units – minimum 2 external car parking spaces.

3.3.4 All new residential properties with an associated car parking space should have an electric charging point as set out at page 51 of MfGS. The parking spaces should also be 2.4m x 4.8m with a 0.9m path directly alongside to allow for circulation around the vehicle.

3.3.5 MfGS states that visitor car parking can be assumed to be on street due to the short term duration and infrequent occurrence.

### **Manual for Streets**

3.3.1 Manual for Streets (MfS) was published by the Department for Transport and Communities and Local Government in 2007. This document provides technical guidance for designing residential developments and streets.

3.3.2 In Figure 6.8 MfS gives a dimension for the typical width a pedestrian occupies of 0.75m.

3.3.3 In Figure 6.18 MfS gives a dimension for the typical width a car occupies of 2m including wing mirrors.

3.3.4 In Section 7.2, MfS states that a car and large vehicle can be accommodated within a carriageway 2.75m wide. Two cars can pass each other within a 4.1m wide carriageway. Paragraph 6.7.3 confirms a fire appliance needs a minimum road width of 2.75m to reach a fire.

3.3.5 Junction visibility is considered in Section 7.5 to 7.7 of MfS identifying at Table 7.1 that the following Stopping Sight Distances (SSDs) should be provided:

- 25mph = 33m
- 30mph = 43m

3.3.6 MfS states in paragraph 7.7.6 that a 2.4m set-back should normally be used in most built-up situations, but a minimum 2m may be used in some very lightly trafficked and slow speed situations.

### **LTN 1/20 Cycle Infrastructure Design**

3.3.7 The Department for Transport suggest in Local Transport Note 1/20 (LTN 1/20): Cycle Infrastructure Design '*Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.*' (para 2.2.2).

3.3.8 Table 11-1 sets out suggested minimum cycle parking for new development. For residential schemes a minimum of one secure and covered long stay cycle parking space per bedroom is suggested.

**CIHT Guidance**

3.3.9 The Chartered Institute of Highways and Transportation (CIHT) published ‘Guidelines for Providing for Journeys on Foot’ in 2000. This document indicates that the average length of a walking journey is 1km. The report also provides advice on acceptable walking distances to various facilities.

3.3.10 The suggested distances are provided in Table 3.2 of the document as set out below:

	<b>Suggested Acceptable Walking Distance (metres)</b>		
	<b>Town centres</b>	<b>Commuting/School</b>	<b>Elsewhere</b>
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

3.3.11 The CIHT guidance ‘Buses in Urban Developments’ 2018, sets out the following recommended maximum walk distances to bus stops:

- Core bus corridors with two or more high frequency services – 500m;
- Single high-frequency routes (every 12 minutes or better) – 400m;
- Less frequent routes – 300m.

---

## **4.0 DEVELOPMENT PROPOSALS**

### **4.1 Scheme Proposals**

4.1.1 The conversion of the barn to a single residential dwelling with four bedrooms is proposed. The proposed layout is included at Appendix 3.

### **4.2 Site Access and Layout**

4.2.1 The property would use the existing driveway with Evergreen from Bowbridge Lane and along the southern side of the property to the proposed new dwelling. The Evergreen parking to the front of the property and garage access will remain unchanged as would the existing driveway through to the proposed dwelling. The hedgerow along the Evergreen frontage would be trimmed back.

4.2.2 A visibility splay of 2.4m x 38m is achievable looking to the right from the driveway within the Evergreen or highway boundary. A visibility splay of 2.4m x 34m is achievable looking left from the driveway to the nearside kerb, or to the centreline, within the Evergreen or highway boundary. The visibility splays are shown on the drawing at Appendix 4.

4.2.3 A bin store would be located at the front of the new property and bins and recycling would be moved to the edge of the footway on Bowbridge Lane by residents for collection and returned after collection, as per the existing properties along Bowbridge Lane.

### **4.3 Parking**

4.3.1 There would be space for at least two vehicles to park and turn around in front of the dwelling, as illustrated on the layout plan at Appendix 3.

4.3.2 The dwelling would be provided with an external electric vehicle charging point.

4.3.3 A minimum of four sheltered and secure cycle parking spaces would be provided within an external store to the front of the property, as illustrated on the layout plan at Appendix 3.

### **4.4 Traffic Generation**

4.4.1 Based on a review of the TRICS database, the dwelling would be associated with some 2-3 two-way vehicle trips per day. This would equate to up to around six vehicle movements in and out of the property over a 24 hour period and could be one vehicle leaving in the morning peak hour and returning in the evening peak hour.

## 5.0 TRANSPORT APPRAISAL

### 5.1 Approach

5.1.1 Our appraisal of the proposed development assesses:

- accessibility by means of transport other than the car;
- site access and layout design; and
- impact of development traffic.

### 5.2 Accessibility by Non-Car Means

5.2.1 The site is within an established residential area where journeys can be made by residents to local facilities and amenities on foot, by bicycle and by public transport.

5.2.2 There are footways on Bowbridge Lane. Bowbridge Lane has a low number of vehicle movements and low vehicle speeds.

5.2.3 There are bus stops within 500m of the site. This would typically be suitable for high frequency services based on CIHT's guidance, but the services in this location are less frequent. However, given the site location on the edge of a town, the bus service is good, with regular bus service to and from Cheltenham town centre, Bishop's Cleeve and Winchcombe for example.

5.2.4 Local primary schools are within CIHT's acceptable walking distance of 1km from the site. Local secondary schools are within CIHT's preferred maximum walking distance of 2km from the site.

5.2.5 The nearest convenience store is 500m from the site which is within an acceptable walking distance based on CIHT guidance.

5.2.6 Health facilities are within the preferred maximum acceptable CIHT walk distance of 1.2km.

5.2.7 The whole of Cheltenham and Bishop's Cleeve is within five miles, or an 8km distance of the site, which LTN 1/20 confirms is an achievable distance for most people to cycle. Most residents would therefore be within a comfortable cycle to education, employment, retail and other facilities and amenities within Cheltenham.

5.2.8 Cycle parking provided in the curtilage of the dwelling would enable residents to easily store cycles.

5.2.9 The low level of additional pedestrian and cyclist trips associated with one dwelling can be accommodated satisfactorily on the local highway network.

### **5.3 Site Access and Layout Review**

- 5.3.1 The site layout takes into account MfS and MfGS principles. It is suitable for the low level and type of trip typically associated with one house. The drive is wide enough for a fire appliance to reach a fire if necessary. It is also generally wide enough for a pedestrian or cyclist to pass a car, but there is also grassed areas to either side of the drive to wait if necessary. These would be all travelling at low speeds, or one would stop to wait for the other to pass. In practice, the likelihood of a pedestrian / cyclist using the drive at the same time as a car is low.
- 5.3.2 At the entrance to the driveway at Bowbridge Lane, the driveway is at least 4.1m wide and widens to form the parking and turning area for Evergreen immediately to the north. There is sufficient space for two cars to pass each other in this location.
- 5.3.3 The visibility from the driveway where it meets Bowbridge Lane is appropriate for the low speeds and volume of traffic and other road users on Bowbridge Lane. In terms of the visibility to the right, this is consistent with the MfS requirement of 2.4m x 38m for the recorded 85<sup>th</sup> percentile northbound speed of 27.3mph. To the left a visibility of 2.4m x 34m is provided to the nearside kerb and centreline, which is consistent with the recorded 85<sup>th</sup> percentile southbound speed of 25.5mph.
- 5.3.4 The drive at its junction with Bowbridge Lane is at least 4.1m wide, allowing two cars to pass at this point.
- 5.3.5 The car parking provision will accommodate two spaces per dwelling for the four bedroom house, with space available for short term visitor parking.
- 5.3.6 A minimum of four cycle parking spaces will be provided within the curtilage of the dwelling, for example within a garden shed. This is suitable and in accordance with LTN1/20.
- 5.3.7 The provision of an electric car charging point for the dwelling is consistent with MfGS and NPPF.
- 5.3.8 The refuse and recycling would be carried out as per the existing arrangements on Bowbridge Lane. The residents would move the bins to the edge of the footway on the day of collection and return them once emptied.

### **5.4 Impact of Development Traffic**

- 5.4.1 There is one additional vehicle movement in a peak hour and six vehicle movements across the day associated with the development. This is similar to the number of vehicle movements currently using the drive associated with the vegetable growing business.

- 5.4.2 Because the drive only serving one dwelling and the low number of vehicle movements, there would be negligible instances where two vehicles would meet each other on the drive, or a vehicle would meet a pedestrian or cyclists.
- 5.4.3 The number of vehicle movements associated with Evergreen would also be low and the likelihood of two vehicles turning into and out of the junction with Bowbridge Lane at the same time would remain low.
- 5.4.4 The vehicle movements associated with Evergreen and the vegetable growing business and stables have coexisted satisfactorily for over eight years years, with no report of any highway safety or capacity related issue. The number of vehicle movements on the driveway would not change with the proposed development.
- 5.4.5 There are no accidents recorded in the last five year period ending 2021 on Bowbridge Lane and this would not change with the low level of additional traffic and movements associated with this development. The removal of the market garden use and stables would remove the need for car/4x4 trailer combinations from the site.
- 5.4.6 The local road network can accommodate the low level of vehicle trips associated with the development and would not affect safety conditions.

---

## 6.0 CONCLUSIONS

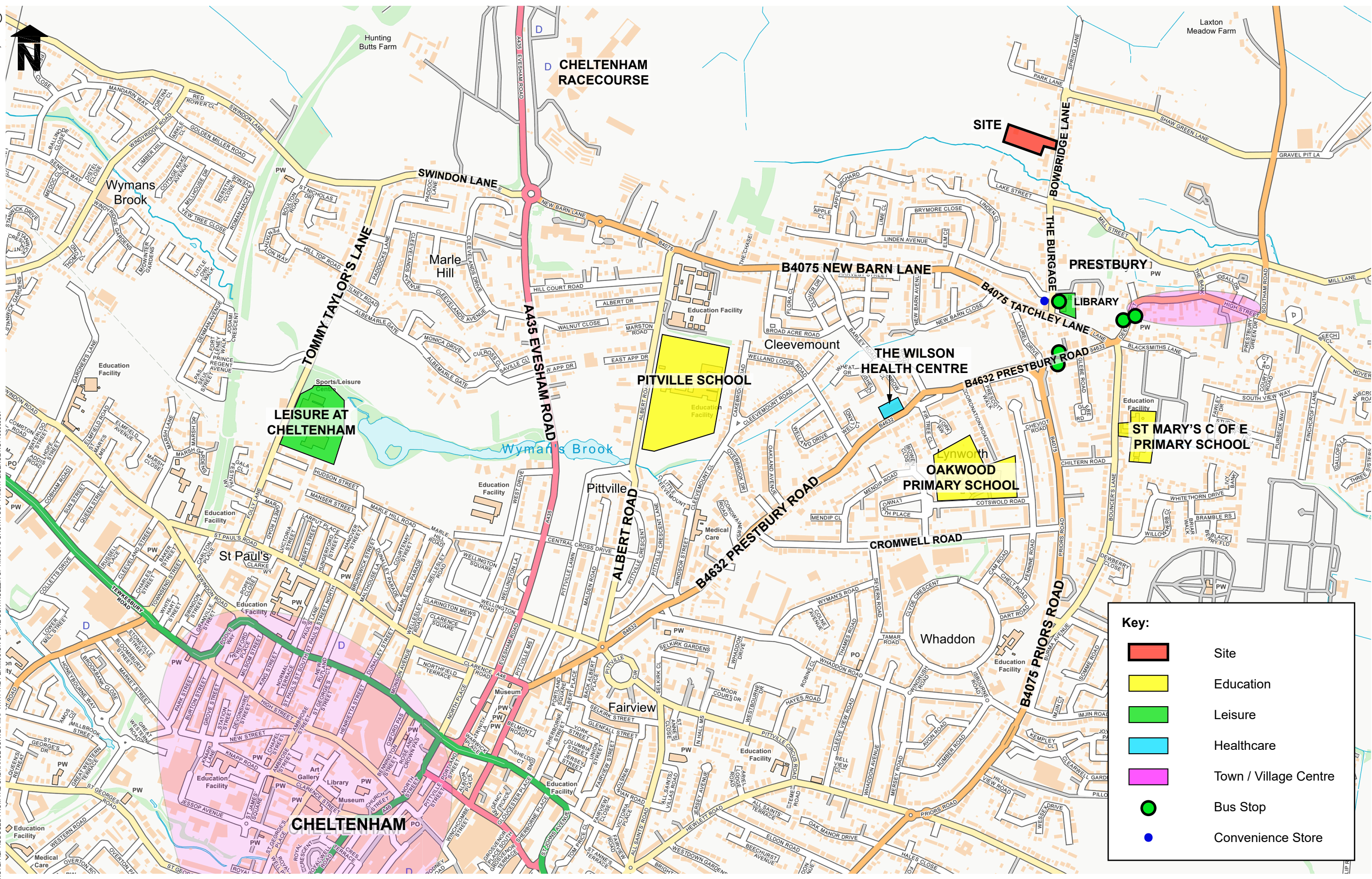
- 6.1.1 The site is set within an existing residential area and is within walking and cycling distance of local bus stops, local shop and schools. Cheltenham town centre and further retail and leisure facilities are within a suitable cycling distance or can be accessed by bus.
- 6.1.2 The layout and level of car parking proposed for the site and the site layout will be in line with MfS, MfGS and NPPF.
- 6.1.3 The access arrangements and junction visibility splays are appropriate for the number of vehicles anticipated to use the driveway and the speed of vehicles on Bowbridge Lane.
- 6.1.4 The level of traffic generated by the proposed development would not have a material impact on the local road network both in terms of capacity and safety.
- 6.1.5 The proposal is consistent with national and local transport policy.
- 6.1.6 There are no highways and transport reasons to refuse the proposed development.



# APPENDICES



10,000 @ A3



**Key:**

- Site
- Education
- Leisure
- Healthcare
- Town / Village Centre
- Bus Stop
- Convenience Store

NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100009587



N.T.S @ A3



BASE DRAWING PROVIDED BY DESIGN STOREY DRAWING NO. 72311.P001.P1 AND P001.P1 DATED MAY 25, 10 23  
NOTE: REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100009597

N.T.S @ A3

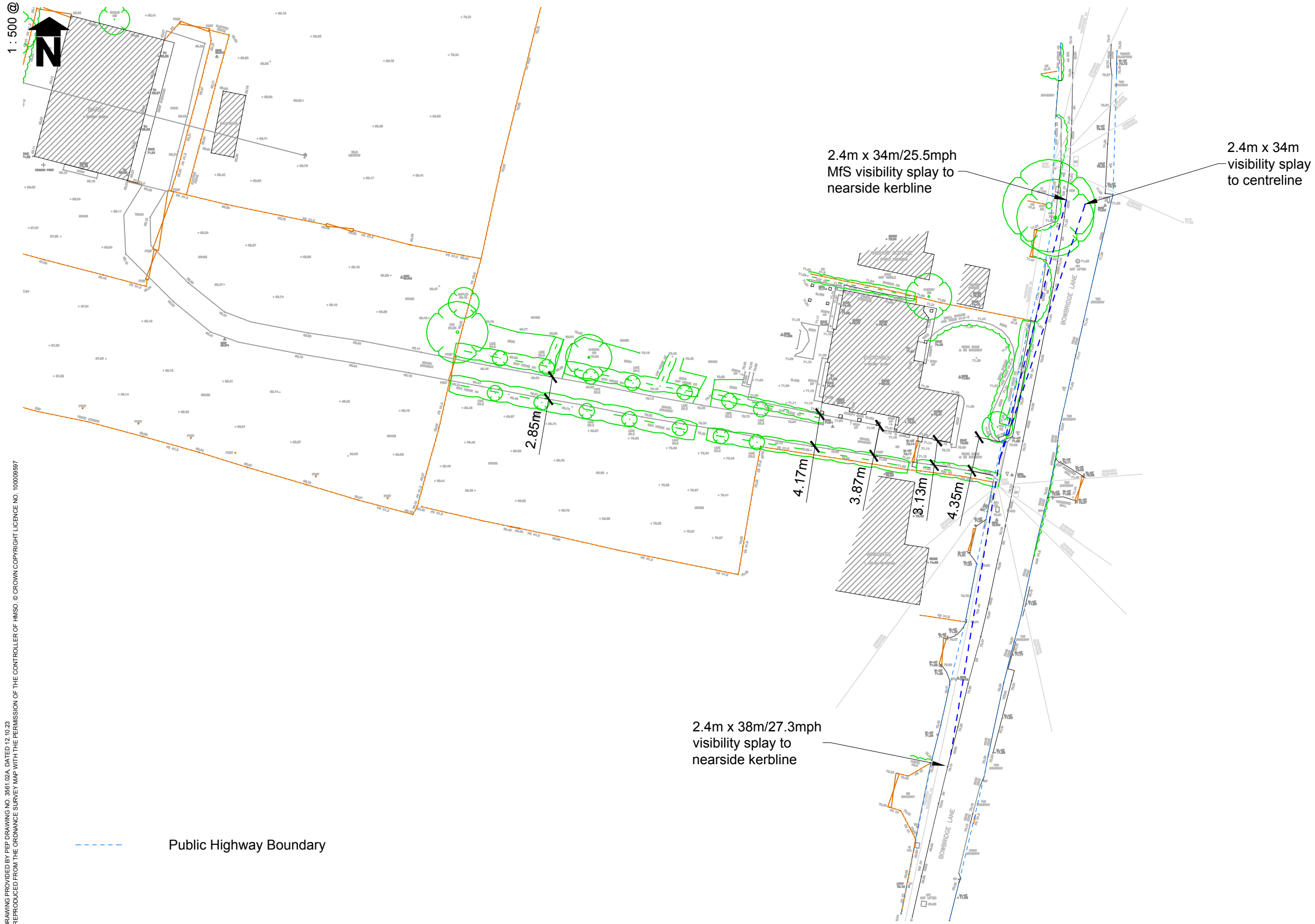


BASE DRAWING PROVIDED BY DESIGN STOREY DRAWING NO. 72311 P003 P1 AND P005 P1, DATED MAY 11, 2023  
NOTE: REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100009597





1 : 500 @ A3



BASE DRAWING PROVIDED BY PEP DRAWING NO. 3661.02A, DATED 12.10.23  
NOTE: REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100009987